Public Transit

INDOT's Public Transit Section

The Public Transit Section of the Multi-Modal Division functions as the grant administrator for federal transit programs. It also administers the Public Mass Transportation Fund (PMTF), the state sales tax funded program to assist established public transit systems. It works with local governments in planning and pursuing public transit systems in cities, towns and counties throughout Indiana.

Transit Programs

Metropolitan Planning Program (Federal Transit Administration Section 5303)

This federal planning and technical studies program is available to the 12 designated metropolitan planning organizations (MPOs) in Indiana's urbanized areas (with greater than 50,000 population). The Section 5303 Program assists the MPOs in developing short and long-range transportation plans that must include transit as a component. Its approximate funding is \$600,000 annually.

State Planning and Research Program (Federal Transit Section 5313 b)

These funds are apportioned to states for planning and technical studies as well as demonstrations,



Bedford uses these decorated "space-age" buses. Lawrence County is the birthplace of three astronauts: Gus Grissom, Charles Walker and Ken Bowersox. The photo on the bus is a NASA photo of the Ken Bowersox mission.

management training and cooperative research. INDOT may authorize a portion of these funds to supplement the Section 5303 funds allocated to urbanized areas. Approximate funding is \$150,000 annually.

Elderly and Persons with Disabilities Program (Federal Transit Section 5310)

This federal program provides capital assistance to private non-profit organizations and eligible public bodies that deliver special transportation service to elderly and/or persons with disabilities. Approximate funding is \$1.3 million annually.

Public Transit Quick Facts

- In 2001, there were 48 publiclyfunded transit systems in the state.
- Nearly 80,000 passenger trips are provided each day in Indiana.
- Approximately 80 percent of Indiana residents have access to a public transit system.
- Every dollar invested in transit results in an economic return of \$1.38.
- A person commuting via transit, instead of driving alone, would save 200 gallons of gasoline each year.
- Transit reduces traffic congestion, energy consumption and air pollution.

Public Transit

Rural Transit Program

(Non-Urbanized Area Formula Program Federal Transit Section 5311)

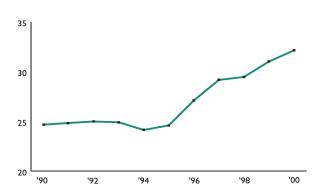
This formula program for small urban and rural areas (with less than 50,000 population) supports public transit systems by providing funding for feasibility studies, capital and operating assistance and inter-city routes. Public systems annually apply and receive funding through INDOT's Public Transit Section. Since 1997, this program has added six new public transit systems, and the section is working with local governments to add another 10 counties. Approximate funding is \$4 million annually.

Rural Transit Assistance Program (RTAP) (Federal Transit Section 5311 b2)

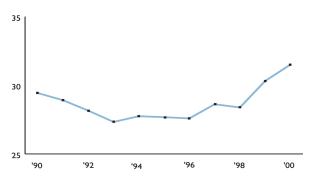
This program is provided through the Institute for Urban Transportation at Indiana University in Bloomington. Technical assistance is provided to rural public and specialized transit providers throughout the state. This program's funding is approximately \$100,000 annually.



This particular trolley bus was built for the Terre Haute Transit Utility by the vendor StarTrans, based in Elkhart, Indiana.



Total vehicle miles traveled for all public transit vehicles (in millions)



Yearly ridership for all Indiana public transit systems (in millions)



This transit vehicle, decorated with the American flag, is part of the Transit Authority of Stone City.

Trends in Public Transit

A variety of improvements in public transit are currently on the horizon.

The most promising is the use of Intelligent Transportation Systems (ITS) technology. Transit systems can increase efficiency in service by using Automated Vehicle Locator systems, a technology that electronically tracks the location of transit vehicles.

The aging of our population will also have an effect on the need for public transit. A natural part of aging is the impairment or loss of the ability to operate a vehicle; and as the large "baby-boomer" segment of our population grows older, their mobility needs will have an effect on the transportation system.

"Welfare to Work" or "Access to Jobs" grant programs have become important in recent years because of the recognition that transportation is a critical step in getting people to jobs.

The Inter-City Bus Program, a requirement of the Federal Section 5311 (Rural Transit Formula) Program, is funded through 15% of the state's annual apportionment of Section 5311 Funds. As of 2000, Indiana has two intercity routes providing bus transportation between Indianapolis and South Bend/Elkhart (with stops in between), and Fort Wayne and

Valparaiso (also with stops in between). Feasibility studies on additional inter-city routes are currently being completed. Possible new routes will be between Indianapolis and Louisville, and northwest Indiana and Terre Haute.

In Indiana there are currently efforts to establish coordinated systems in southern Indiana (Louisville urban area), northwest Indiana, Allen County (Fort Wayne urban area), and the central Indiana region (the counties circling Indianapolis/Marion County). These efforts are in different stages of development.

Plans for Passenger Rail Corridors are currently under development in Indiana in the Indianapolis metropolitan area, and in northwest Indiana. Northwest Indiana is studying the addition of a north/south corridor to NICTD's service in Lake County. And in Indianapolis, the northeast corridor (Noblesville to downtown Indianapolis) congestion problem has been the subject of a study looking at the I-69 to I-465 to I-70 corridors, a commuter rail line running from Noblesville to downtown Indianapolis, and various transit improvements in the study area.

Current and Future Public Transit Systems

